

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 5/4/2010

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TO: Pete Siegenthaler, Prin TE / Gary Pursell, Sup. TE			FILE: E.A. 04 - 0120F4	
FROM: Gary Pursell, Sup. TE			CO-RTE-PM SF-80-13.2/13.9	
			FED. NO.	
CCO#: 110	SUPPLEMENT#: 0	Category Code: CHPC	CONTINGENCY BALANCE (incl. this change) \$108,929,486.00	
COST: \$4,863,002.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: MEP Integration			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 227 Day(s)	Percentage Time Adjusted: (including this change) 9 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 6

THIS CHANGE ORDER PROVIDES FOR:

The integration of electrical utilities from adjacent contracts into this contract.

This contract provides for the construction of the signature Self-Anchored Suspension (SAS) structure of the new east span of the San Francisco Oakland Bay Bridge (SFOBB). The new east span consists of 6 major projects, the SAS contract, the Skyway contract that comprises the majority of the span, two Oakland Touchdowns contracts (OTD1 & OTD2) at the east end of the span and the two Yerba Buena Island Transition structure (YBITS1 & YBITS2) at the west end of the span.

The Department issued an October 29, 2008 memo to implement a strategy of integrating the mechanical, electrical and piping (MEP) utilities from the Skyway and OTD1 contracts into the SAS contract. This integration was proposed in order to mitigate risks to the opening of the new span and to enhance system compatibilities throughout the structure. This strategy was presented to and approved by the Toll Bridge Program Oversight Committee (TBPOC) in November of 2008. This change order provides for the implementation of a portion of this MEP integration strategy.

The major components of the MEP system include a 12 kV electrical cable, fiber optic cables, bridge and navigational lighting, call boxes, closed circuit television, a microwave vehicle detection system, a traffic operation system (TOS) and a supervisory control & data acquisition (SCADA) system. This work has previously been eliminated from the Skyway and OTD1 contract via change orders within those contracts. This change provides for the integration of the 12 kV electrical cable, the fiber optic cables, the TOS and the SCADA system from the Skyway and OTD1 contracts into this contract. The integration of the remaining MEP components shall be addressed under separate change orders.

The major costs associated with this change order include furnishing and installing over 15,000 meters of 12 kV cable and approximately 13,000 meters of fiber optic cable over the entire length of the Skyway and OTD1 contracts. Additional costs include installing telephone cable, furnishing and installing hardware components for the TOS and SCADA system and installing additional cable trays.

The change order also provides for diagnostic testing of the existing electrical systems that goes beyond the scope shown on the change order plans and specifications.

Compensation for the work provided for under the plans and specifications shall be paid as extra work at an agreed lump sum of \$4,563,002.00. The additional diagnostic testing of the existing electrical system shall be paid as extra work at force account at an estimated cost of \$300,000.00. The total estimated change order cost of \$4,863,002.00 shall be funded from the contingency funds allotted to this contract. A cost estimate is on file.

This lump sum provides compensation to the Contractor for all costs to be incurred in the performance of all work shown on the change order plans and specifications. Any indirect costs incurred as a result of this added scope of work to the Contract are excluded from this lump sum compensation and shall be compensated separately. These costs may include implementing traffic control measures, storm water pollution prevention measures, additional project safety measures or other indirect costs incurred as a result of the work added under this change order.

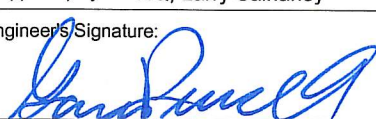
No adjustment of contract time is warranted, as the work shall not affect the controlling operation.

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CONCURRED BY:				ESTIMATE OF COST		
Construction Engineer:	Res. Eng., Gary Pursell, Sup. TE	Date	5/3/10		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Act Sup BE Bill Casey	Date	5/4/10	ITEMS	\$0.00	\$0.00
Project Engineer:	Michael P. Lee	Date	5/4/10	FORCE ACCOUNT	\$300,000.00	\$300,000.00
Project Manager:	Proj Manager, Ken Terpstra	Date	5/4/10	AGREED PRICE	\$4,563,002.00	\$4,563,002.00
FHWA Rep.:		Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date		TOTAL	\$4,863,002.00	\$4,863,002.00
Other (specify):	PCE, Pete Siegenthaler, Prin TE	Date	5/4/10	FEDERAL PARTICIPATION		
Other (specify):	HQ, Rich Foley	Date	5/3/10	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	HQ, Larry Salhaney	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date		FEDERAL FUNDING SOURCE PERCENT		
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